



## TASKING LIST 2013

# FAI SAFETY EXPERT GROUP (SEG)

Issue 2 - 18 April 2013

The FAI Safety Expert Group consists of the following appointed experts:

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**Ian E. OLDAKER, CAN (OSTIV)**  
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**Daniel KNECHT, SUI**  
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**James BLACK, UK**

**Point of contact (PoC):**  
**Otto LAGARHUS, EB**  
(temporary, PoC appointment in process)

**The following tasks, some of which are carry-on work from 2012, have been allocated to the FAI Safety Expert Group for the first part of 2013.**

**Task 1:**

### **Establishing a new and improved FAI Safety Policy**

#### **Background**

An initiative from IPC resulted in a review of the present FAI Safety Policy, with quite a number of possible changes/improvements surfacing during 2012. There is a need to continue this process, and to arrive at a new and improved FAI Safety Policy and ensure that such a policy is communicated and deployed throughout the FAI organization.

#### **Task description and target dates:**

**Establish a new FAI Safety Policy, to be presented at 2013 General Conference.**

- **Two FAI Safety Experts will be charged with drafting a new (alternative) FAI Safety Policy**
- **This draft FAI Safety Policy shall be forwarded to the full SEG for approval/modification, resulting in a formal Draft FAI Safety Policy.**

- The Draft FAI Safety Policy will then be forwarded to the FAI Executive Board for approval/modification.
  - The new FAI Safety Policy will be presented to the 2013 FAI General Conference in Kuala Lumpur
- **SEG volunteers for this work is hereby requested, and should notify Otto Lagarhus before April 10, 2013. In the absence of volunteers, appointments will be performed by the PoC.**
  - **A draft policy should be available by 09 August 2013 for despatch to the Executive Board in time to be discussed at the EB meeting in Lausanne 23-24 August 2013.**
  - **A presentation (Keynote/PPT) to be used at the Kuala Lumpur General Conference should be ready latest 20 September 2013; this task will be allocated after the EB meeting in August.**

#### **Task 2:**

### **FAI Common Safety Initiative**

**(task extended from 2012 work programme)**

#### **Background**

SEG initial findings shows that the safety work of the FAI Air Sport Commissions vary widely. We have not found a high degree commonality in approach to the safety issue, and the methodology and practices vary from high focus/activity to little focus and no specific safety activities. (This must not be interpreted to mean that there is no focus on safety as such, and it should be noted that all of the FAI ASCs have «imbedded» safety in their operations).

In the opinion of the SEG, there is quite a lot to gain in developing an FAI suggested structure/guide for safety work. This need not be «invented», as certain ASCs have already developed such structures/guides («best practices») that can be modified to be used as the «official FAI guide» for the benefit of all air sport disciplines.

#### **Task Description and target dates:**

**Based on our knowledge of the safety work taking place in the various Air Sport Commissions (ASCs), our objective is to develop a suggested (rudimentary) general guide for safety work within FAI. We envisage a small pamphlet of A5 size, with content of 8-12 pages.**

**The SEG shall provide layout and content list for such a guide to the FAI safety work, and suggest a method of cooperation/communication between ASCs in order to benefit from being part of the FAI structure.**

**The Safety Experts are invited to submit additional input, over and above what has been submitted before, and what was reported in the SEG 2012 Annual Report. Such input can be rather «free-ranging» in a brainstorming fashion, in order to get as many «good ideas/best practices» as possible.**

**When sufficient material has been accumulated, the PoC will call a meeting by way of «GoToMeeting» Internet Software (instructions will follow in due time, no paid software necessary), in order to discuss and agree on a «FAI Safety Guide» format and content list, and to determine the further work programme.**

- **Such a meeting is tentatively planned to be held in early June 2013 - PoC calls mtg.**
- **Based on the outcome of this meeting/discussion, the SEG will determine further action/progress for this task.**

### **Task 3:**

## **FAI Improved Safety through Shared Responsibility - ISSR**

### **Background**

The ISSR concept was initially brought up at the FAI Executive Board meeting in AUG 2012, and has further evolved in thoughts and discussions thereafter.

The concept is built on the concept of “collective responsibility”, providing the individual air sports person with a strengthened collective responsibility (and also collective pride/shame) for his group’s success/failure to reach good and improving safety values/results.

*For further background information, please refer to document SEG ISSR CONCEPT 18SEP12 V1, distributed to the SEG fall 2012.*

### **Task Description and target dates:**

The SEG should pursue the ISSR concept development, and should agree on a «ISSR Concept Description» which the could be presented to the EB, and if considered feasible, the concept may also be presented at the 2013 General Conference, probably as an information paper only.

Our work should be based on the following argumentation generally supported by the SEG members during the 2012 dialogue, as follows:

- **Significantly improved safety focus and awareness may be achieved through stimulating evolvment from an “individual accident prevention oversight” to a “collective accident prevention oversight”.**
- **Our theory is that this should result in a passive and an active effect in safety work, as follows:**
  - **Passively: Stimulating an air sport person’s attitude into one that welcomes any safety comment or suggestion instead of considering it as an intrusion, in exchange for a reduction of the likelihood of actually becoming the “1 out 100” accident case as described in the referenced background information.**
  - **Actively: Stimulating a propensity to meddle, to “mind somebody else’s business” by observing safety aspects of other members of one’s community, in expectation of a reciprocal behavior and accepting this for the same benefit: the reduction of likelihood of becoming the “1 out 100” accident case as described in the referenced background information.**

The above argumentation can be summarized as: “it pays to also care about others and to accept being cared for”.

- **SEG members should provide further input/thoughts to the concept description by May 30, 2013.**
- **A discussion session by «GoToMeeting» software will be called by the PoC in the latter part of June 2013.**
- **Based on the outcome of this meeting/discussion, the SEG will determine further action/progress.**